

Minutes of the Redevelopment Agency of Murray City held Tuesday, January 10, 2006 in the Murray City Council Chambers, 5025 South State Street, Murray, Utah.

**Attendance:**

Jim Brass	Josh Yost	Krisel Travis
Robbie Robertson	Tim Leffel	Wesley Smith
Pat Griffiths	Larry Becknell	Bill Smith
Krista Dunn	Don Whetzel	Michael Romero
Mayor Daniel Snarr		Scott Baker
Frank Nakamura	Jon VanWagoner	Jim Paraskeva
Jan Wells	Craig Ames	Michael Brodsky
Shannon Jacobs	Dick Stauffer	Jeff Mitchem
Doug Hill	Bruce and Beverly	Bob Boileau
Phil Markham	Smith	
Keith Snarr	Ty Thomas	

**1. Elect Redevelopment Agency Officers for 2006**

Robbie Robertson nominated Jim Brass as chair

Seconded by Krista Dunn

4 Ayes

0 Nays

Pat Griffiths nominated Robbie Robertson as vice-chair

Seconded by Krista Dunn

4 Ayes

0 Nays

**2. Review and Approval of Redevelopment Agency Minutes of November 22, 2005 and December 13, 2005.**

Pat Griffiths submitted corrections to the minutes.

Pat Griffiths made a motion to approve the minutes.

Seconded by Krista Dunn

4 Ayes

0 Nays

**3. Consider Resolution regarding use of tax increment for decorative street lighting on Cottonwood Street.**

Frank Nakamura reviewed the requirements for allowing tax increment to be paid outside of the project area including the requirement for the legislative body to review the request as well. This item will be presented to the City Council at its next meeting.

Pat Griffiths made a motion to approve the resolution.

Seconded by Robbie Robertson

4 Ayes

0 Nays

**5. Consider site plan for new Deseret Industries Building, 4485 South Main Street.**

Keith Snarr introduced Craig Ames as the architect for Deseret Industries.

Jim Brass stated that preliminary site plans were submitted by Deseret Industries before the adoption of the TOD Zoning Ordinance, and that this presentation would be more informational, because the TOD Ordinance would not apply.

Keith Snarr clarified that because the project is in a redevelopment project area that Deseret Industries will also need to seek site plan approval from the Redevelopment Agency. He also reviewed that they have included the 15 foot TOD Ordinance set back on the East side of Main Street.

Craig Ames

Mr. Ames reviewed the site plan and indicated that the project is a complete replacement of the old facility with a new facility. He stated that the new building would be similar to a new Deseret Industries facility in American Fork and on Redwood Road in West Jordan. Mr. Ames said that the development team intended to follow the TOD Zoning Design guidelines for the area 15 feet east of Main Street and that they are in possession of those guidelines.

Krista Dunn asked the representatives from Deseret Industries if the timeline for replacement of their store has become more immediate for any other reason than for the actions of the Redevelopment Agency in the area.

Scott Anderson of Deseret Industries stated that the original plan was to complete the project by 2009. The current building is not seismically sound and when the opportunity arose to replace it they moved forward. He also said that the adjacent property had been purchased about two years earlier and that this timeframe for the project fit well into their schedule and with the city's schedule.

Krista Dunn asked whether the current store would remain open during the construction period.

Scott Anderson indicated that the plan is to keep the donation drive thru operational on the existing property during the construction and that they are currently looking for a temporary site to house the retail location during construction.

Pat Griffiths asked if the temporary retail location would remain in Murray City.

Scott Anderson said that they are looking for a vacant retail space to occupy for about a year and a half, and would like to stay in Murray City.

Pat Griffiths noted that there are a number of available retail spaces in the city.

Pat Griffiths asked whether the cannery facility would be relocated.

Scott Anderson replied that he could not speak directly to that question because it is a different department, but that he does know that the cannery is less interested in staying in their location than the Deseret Industries and would be interested in moving if another party needed to acquire that property.

A 10 minute recess was taken to allow for the arrival of the representatives from Hamlet Homes.

#### **4. Workshop discussion of preliminary site plan concepts for Hamlet Development, Jeff Mitchem, FFA Design.**

Jim Paraskeva of Hamlet Development introduced their presentation by describing the parcels that are under negotiation for purchase by Hamlet Development including the Gibbons parcel and the property occupied by Mining Materials.

Hamlet Development has conducted extensive environmental assessment on the Gibbons Parcel and has determined that there are not any environmental issues that will impede the progress of the development. Hamlet Development is entering into a voluntary compliance program with the state for the cleanup of the site. Most of the materials on the site will be capped in place.

Hamlet Development has engaged FFA Architects from Portland Oregon. FFA is the designer of Orenco Station in Hillsboro, Oregon.

Jeff Mitchem, FFA Architects

Mr. Mitchem reviewed TOD principles used by FFA Architects to frame the vision for TOD areas.

1. Prioritize walk on ridership. Consider the area adjacent to the platform as a key public use, grand civic celebrational space. Consider it a gateway to everything else beyond. TRAX is a market delivery system. Many mass

transit users become pedestrians and very good customers for retail. This is a perfect opportunity to load the platform with housing and active uses.

2. Activating the platform with adjacent uses, both public and private, civic presence is optimal. Some mixture of residential and adjacent retail is desirable.
3. Streets as places. Every street at every functional level from the collector to the local street to even the muse and pedestrian alley, ought to be considered as destinations in and of themselves. They should be designed as special unique places. Doing this overcomes the problem of streets being edges and instead streets acts as seems, knitting the community together.
4. Multi layered public space. The diagram shown shows a series of green linkages and green amenities and plaza spaces. Those ought to be considered as pervasive elements, you ought to be able to see one from the other. Pedestrians are better pedestrians and more reliable and predictable when they can see their destination. It doesn't mean that their ultimate destination has to be in view, but a link to the destination needs to be in view.
5. Retail anchor and transit anchor. Those ought to be considered as separate and distinct amenities. They are catalyst development projects so that you get off at the platform, and that is an anchor. You are aware of through cues in the design of the space, whether its visual connection or not, that there is something over there. Maybe there is a clock tower or a higher bigger piece of architecture that is your destination. So that is the retail core, view that as a catalyst anchor as well.
6. Visual permeability. The idea that you should be able to see from one place to the other, that its pedestrian based rhythm, not automobile based rhythm that you're designing for.
7. Unique sense of place. Really focus on the amenity, weave that amenity into the space. Try to nurture a sense of place through an interaction of local amenities, don't import it.

Mr. Mitchem then reviewed bubble diagrams and schematics of initial concepts for the development of the area.

First, we'll start with the platform. Though it's outside the direct control of Hamlet Development, we think that everything begins there, that's why we're here, that's why this are is a TOD. Its important to recognize that TOD does not mean that it's a transit centered community, transit is one of many critical amenities for a complete community. It all starts with the platform. You activate this area and bring in uses by creating building envelopes for retail and housing.

One of the first things that was done at Orenco Station was to move the parking ride, because the first experience was getting off the light rail and seeing a sea of bumpers. The park and ride was moved off to the side so that the first experience is seeing public spaces, so it's inviting and also so that when you drive by you look into the transit station, it's safe and convenient. A TRAX station is a transit stop, but it is pedestrian first.

The anchor for the other end of the development links the station to Main Street and State Street. Fireclay Street could serve as the project "Main Street" with retail on both sides.

The residential project is diverse including townhome, condo lofts, tuck under parking units, fee simple for sale. Other units in lower intensity areas could be some mixed use, perhaps mixed work, which provides a very flexible building product.

The concept that was introduced included areas of different intensity, with intensity decreasing toward the outside of the areas. The price point will range from \$180,000 to about \$250,000. The residential product will start a step above entry level and go up from there. The architecture will make a very strong statement and create a sense of place.

The central areas of highest intensity are potential locations for all types of retail and commercial product.

Bob Boileau of FFA Architects presented site design concepts

The first experience at the platform is to see people and public space. This is active space, this type of space is interchangeable. Throughout the year it could be a farmers market, a festival, an open plaza, a place that draws people off of the train to explore the activity in the area.

The amenity of green open space will be extended throughout the area from the northern area adjacent to the creek. A green street could extend through the site and draw visitors and residents through the project. A street with front doors and wide planting areas creates a safe and accessible residential green street that can serve as the backbone of the area.

The framework of the design is the public infrastructure, the character and alignments of the streets. The intersection of the Main and Fireclay creates a retail focus or a "100% corner" with active space for retail activity. Another open space that links the area together is Fireclay Ave., which creates the "Main Street" of the project. On Main Street, the more lanes it has, the less pedestrian oriented it is, but it still works well for larger retail with less residential. The architecture is very important, but it is really a framework framing the outdoor spaces.

More detail about product and aesthetics will come as more detail about the street framework is determined. The style will be appropriate for this community and this place and time.

Krista Dunn asked about the architects experience in climates similar to the climate here and in areas where reliance on automobiles is heavy.

Jeff Mitchem replied that in the northwest they design for all weather protection on a regular basis. He also stated that no transportation mode should be discriminated against and that parking is not an issue of sheer quantity but more about a flexible and comprehensive plan.

Larry Becknell spoke about the street planning in the area. He stated that on street parking is a traffic calming technique in and of itself and that he supports that from a transportation engineering point of view. Main Street can also be retrofitted to be more transit oriented and pedestrian friendly. He reviewed Main Street and the connection of Cottonwood Street to Main Street. He said that north of 4500 South it will not be nearly as prevalent of a traffic facility as it is south of 4500 South Street.

Doug Hill spoke and said that he felt that nothing discussed in the meeting conflicted with the ability to move traffic through the Main Street area.

Bob Boileau spoke about the use of LEED ND standards in the development as well as different types of traffic calming and street finishes that create a unique and varied place. He discussed the public/private partnership that enables increased value in the public right of way and spaces.

Mike Brodsky addressed residential density in the area. The said that the TOD Ordinance asks for densities that are 40-50 units per acre. He questions whether market acceptance for that kind of density is here. They are thinking of a wider variety of product that would come down to a traditional townhouse that is built at 15-16 units per acre, up to a condominium product that might be 30-40 units per acre, with an aggregate density of 25-30 units per acre. He is hoping that this project will be able to be designed and then evolve. They hope to create zones that are flexible such as areas where are combination of live/work and residential are proposed. They also propose a certain minimum level of retail. They would like the flexibility as the market dictates to move from one use to another.

Bob Boileau discussed the necessity of a well built flexible product that can be utilized for a variety of different uses far into the future.

Jeff Mitchem discussed the necessity of ensuring that the vision for the area is carried beyond the property under discussion so that the proposed development does not stand alone and is supported by the other development in the area.